

Today's
Advertisements.

FOR SHANGHAI.

THE Steamship
"LOONGMOON,"
Captain F. W. Scholz, will be despatched for the above Port TO-MORROW, the 4th instant, at 4 P.M. instead of as previously advertised.
For Freight or Passage, apply to
HONGKONG, 3rd December, 1896. [1844]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship
"FOOCHOW,"
Captain Blackmore, will be despatched as above on SATURDAY, the 6th instant, at 2 P.M. For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 3rd December, 1896. [1857]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"CATHERINE APCAR,"
Captain J. G. O'Brien, will be despatched for the above Ports on SATURDAY, the 6th instant, at 3 P.M. instead of as previously advertised.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co., Agents.
Hongkong, 3rd December, 1896. [1858]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship
"SUNGKIANG,"
Captain C. B. N. Dodd, will be despatched as above on SATURDAY, the 6th instant, at 4 P.M. For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 3rd December, 1896. [1858]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship
"TSINAN,"
Captain G. Ramsay, will be despatched as above on TUESDAY, the 8th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 3rd December, 1896. [1859]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURACHI, ADEN, SUZ, PORT SAID, BRINDISI, VENICE, FIUME AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT AND ADRIATIC PORTS, to NATAL, EAST LONDON, PORT ELIZABETH AND CAPE TOWN.)

THE Company's Steamship
"GISELA,"
Captain G. Ramsay, will be despatched as above on WEDNESDAY, the 9th instant.
Cargo will not be received on board after 3 P.M. prior to date of sailing.
For further information as to Passage and Freight, apply to
SANDER & Co., Agents.
Hongkong, 3rd December, 1896. [1732]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
(FOR SYDNEY AND MELBOURNE.)
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"AIRIE,"
Captain Ellis, will be despatched for the above Ports on THURSDAY, the 10th instant, at 3 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures a plentiful supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.
A duly qualified Surgeon is carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 3rd December, 1896. [1856]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship
"KAISAR-I-HIND,"
Captain C. L. Daniel, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 17th December, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. *Oriental*, leaving that Port for London direct on the 9th January, 1897.
Suez and Valparaiso, all Cargo for France and Tees for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.
Passes will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to
H. A. RITCHIE, Superintendent.
Hongkong, 3rd December, 1896. [1851]

Today's
Advertisements.

TO-NIGHT! TO-NIGHT!
ELITE SKATING RINK,
"AND ALL THAT THE WORDS IMPLY,"
LATE
VICTORIA HALL,
DUDELL STREET.

Afternoon Sessions—from 4.30 to 7 P.M.
Evening Sessions—from 8.30 to 12 P.M.
NAVAL AND MILITARY NIGHTS
EVERY WEDNESDAY.

The HONGKONG REGIMENTAL BAND will be in attendance.

A FANCY DRESS CARNIVAL will take place on FRIDAY, the 11th December.

PRICES:—Skates and Admission \$1.00
Admission 50
N.B.—The Management reserve the right of refusing Admission.

SAM MARKS, Proprietor.
Hongkong, 1st December, 1896. [1796]

PRELIMINARY NOTICE.

HONGKONG AMATEUR DRAMATIC CLUB.

"CHARLEY'S AUNT,"
ON
SATURDAY, the 19th December, 1896,
AND
MONDAY, the 21st December, 1896.
Hongkong, 3rd December, 1896. [1856]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SUNDA,"
FROM ANTWERP, LONDON, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. *Nubia* and *Roma*.
From Madras, ex S.S. *Sitra*.
Optional Goods will be loaded here unless instructions are given to the contrary before 10 A.M. on the 4th instant.
Goods not cleared by the 9th instant, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.
Hongkong, 3rd December, 1896. [1851]

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest Priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent quality and of greater age than most brands in the market. THE SCOTCH WHISKEY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 15th September, 1896. [1851]

The Hongkong Telegraph

HONGKONG, THURSDAY, DECEMBER 3, 1896.

THE CUSTOMS SERVICE.

We publish to-day an article on the Customs Service, for which we are indebted to the *North China Daily News*. In it the writer advocates superannuation as a means of relieving "the congestion in the Service" which, it adds, "has for some time been making itself keenly felt." It would, we think, have been more to the credit of our Shanghai contemporary had it backed up its allegations with more impartial evidence and sterner facts than it has been able to marshal. And it might also—as we are glad to note the *Mercury* has done—have taken into consideration and given expression to the other side of the question, viewing the situation through a Commissioner's or even the L.G.'s spectacles. Many a man is, no doubt, kept down in the Service because he has not studied Chinese or has not shown any aptitude for the work, or would, if promoted in the usual way, not make a desirable Commissioner or Superintendent. It is to be assumed that Sir ROBERT HART has valid reasons for "passing over" both Indoor and Outdoor men, and in view of the success which has attended his administration of the Service, it may be contended with reason that the very fact that he has passed them over is a sufficient proof of their unfitness. But our object in calling attention to these matters is based on other than personal grounds. We conceive that things have changed in the Far East, especially since the war, that the Customs Service is now more an international institution than it ever was before, and that even if the management of it was as perfect as it could be before the war, it may with advantage be somewhat modified or improved at the present time. We believe it is a fact that there are no rules governing the promotion of members of the Service, that promotion is very uncertain, and that although promotion is often the reward of merit, yet it is not invariably so. But, be that as it may, it certainly seems to be within the bounds of reason to assume that no useful purpose can be served by adopting a system of superannuation which would rob the Service of the services of some of its most experienced members and deprive some gentlemen of their means of earning an honest livelihood. Superannuation can be introduced only if it carries with it a pension for both the Indoor and Outdoor men. If not, it would be a very arbitrary measure and its enforcement would probably give what Sir ROBERT HART has far too shrewd to do—excuse to meddlesome diplomats to intervene. If the Service requires improvement it is, we opine, in the direction of a code of Regulations providing for promotions, dismissals, resignations and pensions that a practical scheme of reform must be sought, and we venture to suggest, therefore, to those members of the Service who may be urging certain Ministers in Peking to "intervene," that, as they complain of injustice, their proposals should be absolutely free from the taint of classiness or the desire to convert the Customs Service into a happy hunting-ground for the protégés of whatever Minister may from time to time enjoy the confidence of those whose proud boast it is that they are "near the throne." In any case it is to be devoutly hoped that, before anything is done to alter the fabric of the splendid Service that owes so much to the genius and strict integrity of the great I.-G., the "unquiet spirits" will look well before they leap, for under present circumstances a leap in the dark may be attended with most disastrous results. Rules approved by the Great Powers may be feasible; but a radical change in the administration of the department could not be tolerated.

REUTERS' MESSAGES.

RUSSIA AND ABYSSINIA.

LONDON, December 1st.
The *Times* states that the Russian Mission to Abyssinia has secured great influence with the Negus and that it will remain in the country as long as the British remain in Egypt.

THE RUSSIAN PRESS AND THE SCARCITY IN INDIA.

The Moscow *Boriss Gavril* strongly protests against the Russian Government organizing relief for the famine in India.

MR. DE BUNSEN PROMOTED.

BANGKOK, November 19th.
Mr. de Bunsen yesterday received the pleasant intimation that he has been appointed the First Secretary of the British Embassy at Washington, a post which carries with it Minister's rank. This is a distinct promotion upon which Mr. de Bunsen will be heartily congratulated by the host of friends, of all nationalities, whom he has made during his short stay in Bangkok as *Chargé d'Affaires*, although at the same time there will be the greatest regret among the British at the loss of so able a representative of their interests.—*Observer*.

LOCAL AND GENERAL.

The steamer *Powen* will leave for Canton tomorrow at 7 a.m., instead of 8 a.m.

The Hongkong A. D. C. will appear in "Charley's Aunt" at the Theatre Royal on the 10th and 11th inst.

Owing to the bad state of the weather Mrs. Black's "At Home" is postponed until Tuesday next, the 8th instant.

A LUNATIC got down with a knife in the Kana-gawa prefecture on the 18th ult., and, before he was captured, he wounded nine persons and set fire to an out-house.

The football match that was to be played this afternoon at Happy Valley between teams from the Club and the Royal Artillery has been postponed on account of the weather.

A MEETING of the Sanitary Board was held this afternoon, but owing to pressure on our news columns we are obliged to hold over the report. Nothing of vital importance occurred.

In the Council Chamber this morning His Excellency the Governor received the new Directors of the Tung Wah Hospital, and in the course of a lengthy speech—which some of them doubtless thought was a lecture—said he would shortly appoint a medical practitioner as Visiting Surgeon, whose sole duty it will be to visit the Hospital, and who will at all times be able to give the Committee the benefit of his advice. He hoped to be able to secure for the post a Chinese-speaking gentleman, who is well known to and highly respected by the Chinese community of the colony.

In the course of the address delivered at the meeting of the Legislative Council this afternoon His Excellency the Governor announced that he is in receipt of the reports of the Committees appointed to investigate the management of the Tung Wah Hospital and the difficulties connected with overcrowding and insanitary dwellings. H. E. stated that the report of the Insanitary Dwellings Commission will be published, while the views of the Tung Wah Commission are receiving His Excellency's earnest attention, the question being one of "considerable difficulty and delicacy."

PRACY continues to be a popular occupation along the Chinese coast. We learn from a Shanghai paper that last month a gang consisting of five men and two women, all of strong physique, were captured off the Hainan coast between Amoy and Foochow. The pirates had just robbed a trading junk and were shaping for shore when detected by a mandarin war-junk and they were captured. They have been sent to Foochow, where very probably they will be executed. We reported a case of piracy near Amoy a short time ago, and it is probable that the present prisoners were members of the gang concerned in that affair.

TELEGRAMS have, according to native dealers, been received here containing what the British Government can but consider as bad news respecting the monthly auctions of opium in Calcutta. It appears that for some time past the revenue derived from the monthly sales of opium, which is a Government monopoly, has shown a falling off in competition and this, we find on inquiry, is attributed to the rapid increase in the cultivation of the poppy in China, which has slowly but surely made its mark on the trade in Indian opium. Little by little the importation of Indian opium in China has been falling off and with the increase of the supply of the native drug so has the competition at the Calcutta auctions gradually decreased till at length a marked decline in value of Patna and Ersoe opium was noticed. The weight of Indian opium now being procurable in large quantities in China at Rs. 200 per chest less than the Indian product can possibly be sold down at. At the auctions in Calcutta on the 1st instant new Patna fetched only 187 rupees, new Benares 176, and old Patna 172 rupees per chest, showing a drop of 135 rupees per chest on old Patna account and 105 rupees less for new Benares than it realized in November. Chinese speculators, and those who bid for them, fairly raved at the market in India, and they are reported to have said that the decline now recorded is only a drop in the ocean as compared with what is in store for the growers and manufacturers in India. If, as is rumored, some of the Chinese Viceroy's have taken steps to undermine the trade in the Indian drug by greatly reducing the inland charges on the native article so as to reduce its cost to consumers and thereby improve the demand for the best Chinese opium; and if, as is also alleged, supreme efforts have been during the last three years been made to improve the quality of Chinese opium, then it is to be feared that the output of Indian opium from the markets in China is likely to be accomplished sooner than most people have any notion of.

We note that the Editor of *Truth* is still "showing up" the grievances of subalterns, non-coms, and the rank and file of the British Army. About six weeks ago he called attention to the latest offences against military discipline and good order, which yawning on parade is officially declared to be. For this crime "Lobby" tells us a man in the 1st Bedfordshire Regiment was lately called to join a squad of evil-doers, who were being punished for "drunkenness," by having to clean the equipment of men who were in hospital. Now, surely this was quite impudent enough for the bellicose Editor of *Truth* to put such a statement in print without adding fuel to the fire by telling his numerous readers that when one of his own men, Thomas Atkins being inspected on parade, and comparing himself as much like a wooden image as possible—while an officer looks into the condition of his buttons, the way he has brushed his hair, and other details—he has often wondered what would happen if Mr. Atkins were to sneeze at the critical moment. Now, however, readers of *Truth* know, and all who read this paragraph know, it may be contended that yawning is a matter more easily controlled than sneezing; but opinions differ as to the value of grave questions, and as far as "the red coat" is concerned the decision rests entirely with the inspecting officer. But let us pass from our London contemporary's remarks about the rank and file and see what he has to say about the treatment of subalterns. We find amongst the summary of news culled from our Canadian exchanges and published in this journal on the 1st instant a telegram dated London, November 6th, telling forth that *Truth* has published details of another of these scandals which threaten to destroy the tradition that the British officer is a gentleman. It appears that just before the 20th Hussars went to India a new-jointed subaltern was taken by his brother officers to a riding school and put on a bare-back horse. The animal was made to gallop and whipped until the subaltern fell, injuring his knee. He became insensible, after which he was on the sick list for weeks. The object of this treatment, it is stated, was to drive the subaltern out of the regiment. When the latter reached India it is said these practices were kept "up." The subaltern was made to salute in this servile, jump into bonds with his pyjamas on, etc., all in order to disgrace the young officer in the eyes of the natives. *Truth*, it is added, demands that the offensive treatment of this hapless subaltern be tried by court-martial, but says the Editor characteristically, "I do not expect Lord Wolseley, Commander-in-Chief, to maintain the honour of the Queen's uniform." It would appear from this that *Truth's* exposed has created quite a sensation in London, but it would be unfair to jump to conclusions. We have yet to hear from "the other side." It may be added, though, that if officers are guilty of such conduct they ought to be court-martialled and severely punished as a warning to others. They should be reminded that what we want in the Army are men who take more interest in their profession than in horse racing, card playing, tennis, and tea-parties.

The Second Independent on and after January 1st will be issued in separate English and native editions instead of one mixed edition as at present. We wish our enterprising little contemporary every success.

The British Government having informed the Government of France that it will have great pleasure in participating in the International Exhibition to be held in Paris in 1900, Mr. Joseph Chamberlain, Her Majesty's Principal Secretary of State for the Colonies, has addressed a circular despatch to the Governors of the colonies, including Hongkong, in which he desires the various Chiefs of the Executive to inform him by telegraph of the probable requirements of the dependencies under their control. In consequence of this the Colonial Secretary has requested, by advertisement, all intending exhibitors in Hongkong to communicate with him before the 31st instant.

The steamer *Kobu Maru*, according to the *Weekly Box of Cables* of the 1st ultimo, had a narrow escape from a serious collision when leaving Shanghai for Yokohama on a recent trip. It appears that the steamer was leaving the wharf under the "slow" bell, and when swinging in the stream, H.M.S. *Grafton* came down the river at a 12-knot gait and rushed between the *Kobu Maru* and a smaller vessel. The man-of-war was not seen until her bow was on the *Kobu's* starboard quarter, and a collision appeared imminent. Capt. Ekstrand, however, kept his engines going, starboarded his helm, and just got his vessel out of the cruiser's way by a few yards. The coolness of Capt. Ekstrand was very warmly praised by his passengers who fully realized the danger of their vessel being sunk. The journal quoted goes on to say that the warship's navigator intended taking advantage of the merchant skipper's knowledge as a pilot, for when the *Grafton* got into shoal water, she stopped and followed the *Kobu Maru* until the Woorung Bar was crossed.

THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. There were present His Excellency the Governor Sir William Robinson, K.C.M.G. (President); Hon. J. H. Stewart Lockhart (Colonial Secretary); Hon. E. Pollock (Acting Attorney-General); Hon. F. A. Cooper (Director of Public Works); Hon. A. M. Thomson (Acting Colonial Treasurer); Hon. R. M. Ramsey, R.N. (Harbour Master); Hon. C. P. Chater, Hon. T. H. Whitehead, Hon. J. J. Bell-Irving, Hon. E. R. Bellios, C.M.G., Hon. Dr. Ho Kai, Hon. Wei Yak, unofficial members, and Major-General Black, and Mr. F. J. Baddeley, Acting Clerk of Councils.

MINUTES.

The minutes of the last meeting were read and confirmed.

THE GAP ROCK LIGHT CORRESPONDENCE QUESTION.

His Excellency laid on the table correspondence regarding the abolition of the Gap Rock Light-house rate. He said that late last night he received a vigorous protest against the decision arrived at by the unofficial members from his honourable friend Mr. Whitehead, in his usual uncompromising style. As far as he was himself concerned the charge brought against him of entering into private correspondence with unofficial members was totally without grounds. They knew that if a statement or misstatement was given 24 hours' start, it could not be over-ruled. His communication with the unofficial members was perfectly public and could be placed over the walls of Hongkong. He left the unofficial members to protect themselves against the charge and he would like to see them consult their constituents on the matter. His communication was perfectly unconfidential and there was no intimation on the part of the Government to conceal anything.

Dr. Ho Kai said the letter His Excellency had spoken of was likely to cast a slur on the whole of the Council and on individual members, and he wished to give the public a true statement of affairs in the matter. The Governor had referred the case to the unofficial members, in the usual way, but he would not say, however, that he thought this practice wise or not. A meeting of the unofficial members was held, but it was not an open meeting and he had always advocated publicity in such affairs. That would obviate misunderstanding and misrepresentation. He always consulted the leading Chinese on important matters. However, he never regarded the meeting in question as a secret convocation and he did not treat the letter he received as "confidential," although it was so marked. He emphatically protested against any speculation on his colleagues as Mr. Whitehead had done.

Mr. Chater said he could inform the Council that there was no private intercourse whatever between the Governor and himself, and he could state most emphatically that every communication he had from the Governor or Colonial Secretary was immediately placed before his colleagues.

Mr. Whitehead said that if he had misrepresented or made any misstatements it was unintentional and he was very sorry for it.

FINANCE.

The Colonial Secretary laid on the table Financial Minutes Nov. 1 to 25, and it was agreed that they be referred to the Finance Committee. He also brought up the report of the Finance Committee, No. 4.

PAPERS.

The following documents were laid on the table:—
(a) Correspondence respecting the abolition of the Gap Rock Lighthouse rate.
(b) Report of the Director of the Observatory for 1895.
(c) Report of Po Leung Kuk Society for year ending 31st December, 1895.
(d) Report of progress of Public Works during the first half-year of 1896.
(e) Report of progress of the Tai-ping-shan Improvement Works.

GAP ROCK LIGHT DUES.

The Hon. T. H. Whitehead asked the following question:—Will the Government inform the Council whether the Police Department continues to furnish the Imperial Chinese Maritime Customs information concerning permits issued for the export from the colony of arms and ammunition?

The Colonial Secretary replied in the negative.

SANITARY AFFAIRS.

The Colonial Secretary stated that a new Bye-law regarding the cleansing and whitewashing of premises had met with the approval of the Sanitary Board.

Mr. Chater said it was a move in the right direction, but he objected to people having to trim their premises twice a year. He thought once was enough.

Mr. Cooper said that it was highly necessary that the two half-yearly washes should be given.

THE 1897 ESTIMATES.

His Excellency the Governor laid the Estimates for 1897 on the table and in so doing delivered his address, which is published in another part of this issue.

FIRST READINGS.

The following Bills passed the first reading:—
(a) An Ordinance to appropriate a percentage of revenue and a half per centum of the

Colonial Revenue, as a contribution for the Defence of the Colony.

(b) An Ordinance to apply a sum not exceeding two millions three hundred and fifty-nine thousand seven hundred and eighty-nine dollars to the Public Service of the Year 1897.

(c) An Ordinance to declare and amend the Law of Partnership.

(d) An Ordinance to further amend The Post Office Ordinance, 1887.

(e) An Ordinance to provide for compensation being paid to Pawnbrokers in certain cases.

(f) An Ordinance to consolidate and amend the Laws relating to Probates and Letters of Administration in this Colony.

In moving the first reading of the first Bill the Acting Attorney-General delivered a long speech on the necessity for contributing well towards Imperial Defence and he said he hoped that the unofficial members would not oppose the measure.

Mr. Whitehead asked that they should be allowed time first to receive a reply from the Secretary of State to their memorandum on the matter.

ADJOURNMENT.

His Excellency—The Council stands adjourned till Monday next.

FINANCE COMMITTEE.

The Council afterwards went into Finance Committee. The report of the proceedings is crowded out of this issue.

THE GAP ROCK LIGHT DUES.

The Hon. T. H. Whitehead has forwarded to us for publication the following correspondence:—

THE GOVERNOR TO THE HONORARY UNOFFICIAL MEMBER OF COUNCIL.

Hongkong, 12th November, 1896.
Sir,—I have the honour to forward for the consideration of your colleagues, the unofficial members of the Legislative Council, the enclosed copy of a letter from the Chamber of Commerce suggesting that the Gap Rock Lighthouse rate, which was first imposed in 1890, should be now abolished in accordance with my predecessor's promise, which, however, he stated could not be binding on his successor.

The rate if continued is estimated to yield during the coming year about \$65,000, and if this amount is withdrawn from the estimate of revenue for 1897 the latter will be exceeded by the estimated expenditure. It is therefore necessary either that the rate should continue to be levied, or that the loss which would be entailed by its abolition should be made good from some other source of revenue.

I shall therefore be greatly obliged if you will be so good as to confer with your colleagues on the matter, and acquaint me with your and their views as to whether it is preferable to continue to levy light dues generally as at present (including the Gap Rock rate), or to devise some alternative source of revenue in order to make good the deficiency which the abolition of light dues would entail.

In the event of your recommending that light dues should be abolished, I shall be glad to be favoured with your valuable advice as to the method by which you consider the deficit caused by such abolition may be met.—I have the honour to be, Sir, your most obedient servant,
WILLIAM DES VOUX, Member of the Legislative Council, &c., &c., &c.

(Enclosure.)

THE CHAMBER OF COMMERCE TO THE COLONIAL SECRETARY.

Hongkong General Chamber of Commerce, 31st July, 1896.

Sir,—This Chamber, naturally regarding of any question bearing on the prosperity of the port, is anxious to see that no impost levied for a special object should be suffered thereafter to become a permanent charge on the shipping frequenting it.

When in reply to a question put by the Hon. T. H. Whitehead in the Legislative Council on the 8th inst. the fact was elicited that the total sum received as the proceeds of the special Gap Rock Lighthouse rate from 1890 (date of levy) to the 30th June last was \$358,531, while the amount expended during the same period for construction of lighthouse, laying of cable, and maintenance was \$335,935, showing a balance of \$22,596 in hand, my Committee felt that the time had arrived to ask the Government to reduce the pledge made by Sir William Des Voux to abolish the extra tax of one and a half cents per ton on shipping.

It may perhaps be useful to quote, for the information of His Excellency the Governor, the words used by my predecessor at the meeting of Council on the 11th December, 1889, when the Ordinance authorizing this special addition to the light dues was passed. The following question asked by Mr. MacEwen, the then nominee of this Chamber, and the reply of Sir William Des Voux are taken from the shorthand report:—

"Mr. MacEwen: The discussion generally takes place on the second reading of Bills, but in a matter of this kind it would be satisfactory to know the length of time it is intended to levy this increase, because, if I recollect correctly, it was understood that the tax would only be levied in order to pay for the actual cost of the Lighthouse and then be withdrawn.—Is that the understanding?"

Intimations.

CHOICE SELECTION OF SWEETS.

"Reviving Sweets repair the Mind's Decay."—POPE.

CADBURY'S CHOCOLATE CREAMS.

A Large Variety in FANCY BOXES, at Popular Prices.

PASCALL'S GOLDEN MALTEX.
CHOCOLATE PISTACHE. MARRONS GLACES.
AMANDES GRILLEES. NOUGAT AUX FRUITS. XTALIZED STRAWBERRIES.
JORDAN ALMONDS. BON-BONS FINS.
&c., &c., &c.

ATKINSON'S PERFUMES,
Various Odours.

WATKINS & CO.,
APOTHECARIES' HALL, 55, Queen's Road Central.

Dr. KNORR'S
ANTIPIRYNE

patented
"LION BRAND"
In Powder and Crystals, also in Drops of 5
grains, easily soluble in Water,
Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC
AFFECTIONS,
NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Concoctions in 1 to 2 cent. solution
possesses a similar bactericidal action to
silver nitrate, but is distinguished by complete
absence of irritating properties.
It is requested that the directions on the
bottle for making solutions shall be implicitly
followed.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS!

List of Applications will be opened on
Saturday, the 28th November, 1896, and
will be closed on Saturday, the 12th
December, 1896.

THE EASTERN MICA
MANIPULATING
WORKS, LIMITED.

(Incorporated under the Companies Ordinance
1862 to 1890, whereby the liability of each
Shareholder is limited to the
Amount of his Shares)

CAPITAL \$50,000.00.
Divided into 1000 shares of \$50 each, of
which 700 fully paid-up shares will be allotted
to the vendor in part payment of the purchase
money, and of the remainder 300 shares are
reserved for subscription, payable as follows:
—\$10 per share on application, \$5 per share on
allotment, and the remaining \$5 per share as
required at call.

General Manager:
C. HOLDSWORTH, Esq.,
BANKERS:
THE NATIONAL BANK OF CHINA,
LIMITED.
Solicitor:
K. W. MOUNSEY, Esq.,
Secretary (pro tem):
GEORGE W. KIRKPATRICK, Esq.,
c/o Hongkong Hotel.

THE COMPANY has been formed for the
purpose of more particularly set out in the
Company's Prospectus and Memorandum and
Articles of Association, both of which can be
seen at the Office of the Company's Solicitor.
The business since its commencement in
March, 1895, shows a net profit of about 40 per
cent, which with sufficient capital should be
a most profitable business to a marked extent and
return a handsome profit on the subscribed
capital. The purchase price has been fixed by
the Vendor at \$10,000, payable as \$5,000 in
cash and as to the balance in 500 fully paid-up
shares.

Plans for the necessary buildings have been
prepared and the estimated cost of the land and
buildings, exclusive of machinery, will be about
\$10,000.

A piece of land situated on the Sau Ki Wan
Road has been selected for the business of the
Company.

The lot contains an area of 37,500 square feet,
has good frontage and an adequate fresh water
supply. On the sea front a Pier or Wharf suffi-
cient for the immediate requirements of the
Company will be constructed, the cost of which is
included in the above mentioned sum.

The machinery which will be necessary
(including a steam-launch) can be obtained at a
cost of about \$4,000.

Arrangements have been made whereby the
services of Mr. Holdsworth have been secured
as General Manager of the Company for a term
of five years. His unique experience in Mica
manipulation will be of immense value to the
Company.

No only contract entered into is one made
between Mr. Holdsworth of the one part and the
Company of the other part, a draft of which has
been prepared for the purpose of identification being signed by
two of the persons signing the Memorandum
and Articles of Association.

The Agreement, Memorandum and Articles
of Association, and plans and all other infor-
mation can be inspected and given at the Office of
the Company's Solicitor, Mr. K. W. MOUNSEY,
No. 51 and 53, Queen's Road Central.

Applications for shares should be made upon
form which can be obtained from the Com-
pany's Bankers or Solicitor and the amount
payable on application must at the same time
be paid to the Company's Bankers.

No allotment is made, the deposit will be
retained without deduction or interest.

A General Meeting of applicants will be held
on the 16th December, 1896, when the allotment
of shares will be proceeded with.

Hongkong, 24th November, 1896. [1895]

NOTICE.

THE Undersigned begs to notify the PUBLIC
that he has been engaged for the whole
production of the HONGKONG AND CHINA GAS
COMPANY'S TARIFF COKE and that he will
carry on Business as a DEALER in TAR and
COKE at No. 251, PRAYA WEST.

FOOK KEE.
Hongkong, 1st December, 1896. [1897]

NGAI-SUN & CO.

ENGINEERS, GENERAL MACHINE
MAKERS IRON AND BRASS FOUN-
DRY AND BOILER MAKERS
Nos. 18 & 19, Queen's Road East,
HONGKONG.
All Work executed by Experienced Engineers
with the Newest Appliances and Machinery.
INSPECTION INVITED.
Hongkong, 16th November, 1896. [1771]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HAILONG."
Captain Davis, will be despatched for the above
Ports TO-MORROW, the 4th instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LAFLAIX & Co.,
General Managers.
Hongkong, 3rd December, 1896. [1854]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"CATHERINE APCAR."
Captain J. G. Olfert, will be despatched for the
above Ports TO-MORROW, the 4th instant, at
Noon.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 3rd December, 1896. [1838]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"TAMSUI."
Captain Vaughan, will be despatched as above
TO-MORROW, the 4th instant, at 3 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st December, 1896. [1855]

OCEAN STEAMSHIP COMPANY,

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ULYSSES."
Captain Brown, will be despatched as above on
WEDNESDAY, the 4th instant, at 3 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st December, 1896. [1794]

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE,
BRISBANE, SYDNEY AND
MELBOURNE.

THE Company's Steamship

"TOKIO MARU."
Captain E. S. Barlow, will be despatched for the
above Ports on TUESDAY, the 15th Dec.,
at Noon.

This Steamer is fitted with Superior Passenger
Accommodation and carries a duly qualified
Doctor.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Agents.
Hongkong, 25th November, 1896. [1845]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENLEI."
Captain Farquhar, will be despatched as above
on or about the 15th December.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 24th November, 1896. [1817]

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR SINGAPORE, COLOMBO AND
BOMBAY.(Calling at TUTICORIN on the homeward
voyage)

THE Company's Steamship

"HIROSHIMA MARU."
Captain C. Andersen, will be despatched for the
above Ports on FRIDAY, the 18th December,
at 5 P.M.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Agents.
Hongkong, 25th November, 1896. [1826]

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR SINGAPORE, COLOMBO, PORT
SAID, MARSEILLES, LONDON
AND ANTWERP.

THE Company's Steamship

"YAMAGUCHI MARU."
Captain Allen, will be despatched as above on
SATURDAY, the 19th December, at Noon,
instead of as previously advertised, and will be
followed by the

"KAGOSHIMA MARU."
Captain Tennant, to sail hence on 2nd January,
1897.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Agents.
Hongkong, 26th November, 1896. [1739]

JAPAN, CHINA, JAPAN LINE OF
STEAMERS.UNDER MANAGEMENT OF THE
ROYAL PACKET NAVIGATION COMPANY
OF NETHERLANDS INDIA.

Proposed Sailings.

(Subject to Alterations.)

JAPAN, HONGKONG, YOKOHAMA, KOBE,
AMOY, HONGKONG, SINGAPORE,
JAPAN.

FROM HONGKONG.

S.S. Germania To Japan Dec.

S.S. Carthus To Japan Dec.

S.S. Carthus To Japan January.

S.S. Federation To Japan January.

General Agents for China & Japan,
LAURE, WEGENER & Co.,
Hongkong, 25th November, 1896. [1828]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 3rd December.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 20th January, 1897
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 17th February, '97.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of
Passengers Booked through to all principal ports and AROUND THE WORLD. Return
tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney
Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for
9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago Exhibition),
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.

DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Peking's Street.

OCCIDENTAL & ORIEN-
TAL STEAMSHIP
COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
AUSTRALIA,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu)
Thursday, 19th Dec.,
at Noon.

City of Peking
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu)
Thursday, 7th Jan.,
at Noon, 1897.

China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu)
Tuesday, 26th Jan.,
at Noon.

Coptic (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu)
Saturday, 16th Jan.,
at Noon, 1897.

THE Company's Steamship

"COPTIC"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
THURSDAY, the 10th December, 1896, at
Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point on route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and particu-
lars of the various Routes may be obtained
upon application.

Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embarking
at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until 5 P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, PRAYA CENTRAL.

J. S. VAN BUREN, Agent
Hongkong, 24th November 1896 [182]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMAN'S GENUINE
COMPOSITION RED HAND BRAND.
HARTMAN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.
Hongkong, 14th May, 1896. [148]

Mails.

NORTHERN PACIFIC
STEAMSHIP AND RAILWAY
COMPANIES.

VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed to
the very cheap rates offered by this Line
to the PACIFIC COAST and the INTERIOR and
EASTERN CITIES of the UNITED STATES and
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent Accommodation. First-class Table.
Doctor and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application.
Special rates allowed to members of Govern-
ment Services.

PROPOSED SAILINGS FROM
HONGKONG.
(SUBJECT TO ALTERATION.)

Tacoma 2,540 | Tuesday ... | Dec. 6.
Victoria 3,167 | Tuesday ... | Dec. 20.
Olympia 2,608 | Tuesday ... | Jan. 19.
Bismarck 3,601 | Tuesday ... | Feb. 9.
Tacoma 2,540 | Tuesday ... | Mar. 2.

THE Steamship

"TACOMA."
Captain T. A. Whistler, R.N.R., sailing at Noon,
on TUESDAY, the 8th December, will proceed
to VICTORIA, (B.C.), and TACOMA, (Wash.),
via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the care of the Freight Agent, Northern Pacific
Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address
marked in full) by 5 P.M., on the day previous to
sailing.

For further information as to Passage or
Freight, apply to
DODWELL, CARILL & Co.,
General Agents.
Hongkong, 17th November, 1896. [184]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen Wednesday | 9th Dec.
Bayern Tuesday 15th Jan.
Prinz Heinrich Tuesday 2nd Feb.
Preussen Tuesday 2nd March.

ON WEDNESDAY, the 3rd day of Dec.,
1896, at 9 A.M., the Company's Steamship
"SACHSEN," Capt. H. Supper, with MAIL,
PASSENGERS, SPECIE and CARGO, will
leave this Port as above, calling at NAPLES and
GENOA.

Shipping Orders will be granted till NOON on
MONDAY, the 7th Dec. Cargo and Specie
will be received on board until 5 P.M. on TUESDAY
the 8th Dec. and Parcels will be received at
the Agency Office until NOON on TUESDAY, the
8th Dec. Contents of Packages are required.
No Parcel Receipts will be signed for less than
\$2.50 and Parcels should not exceed Two Feet
Cubic in Measurement.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 21st November, 1896. [1743]

SAILING VESSELS.

FOR NEW YORK.

THE 3/4 A. L. L. 3/4 m. American Ship

"WILLIAM H. SMITH."
Wilson, Master, will leave here for the above
Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.,
Hongkong, 19th October, 1896. [1611]

FOR SAN FRANCISCO.

THE 100 A. British Ship

"CLAN MACFARLANE."
Templeton, Master, will leave here for the above
Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Hongkong, 9th October, 1896. [1575]

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.

THE 100 A. 7. Iron 4-mast British Barque

"MATTERHORN."
Captain J. Williams, will soon be ready to load
for the above Port, and will have quick despatch.

For Freight, apply to
MELCHERS & Co.,
Agents.
Hongkong, 28th November, 1896. [1840]

FOR NEW YORK.

THE 3/4 L. L. 1. American Ship

"PENOBSCOT."
Captain Macculder, will load here for the above
Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Hongkong, 30th November, 1896. [1845]

Printed and Published by CHERRY
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of Victoria, Hongkong.